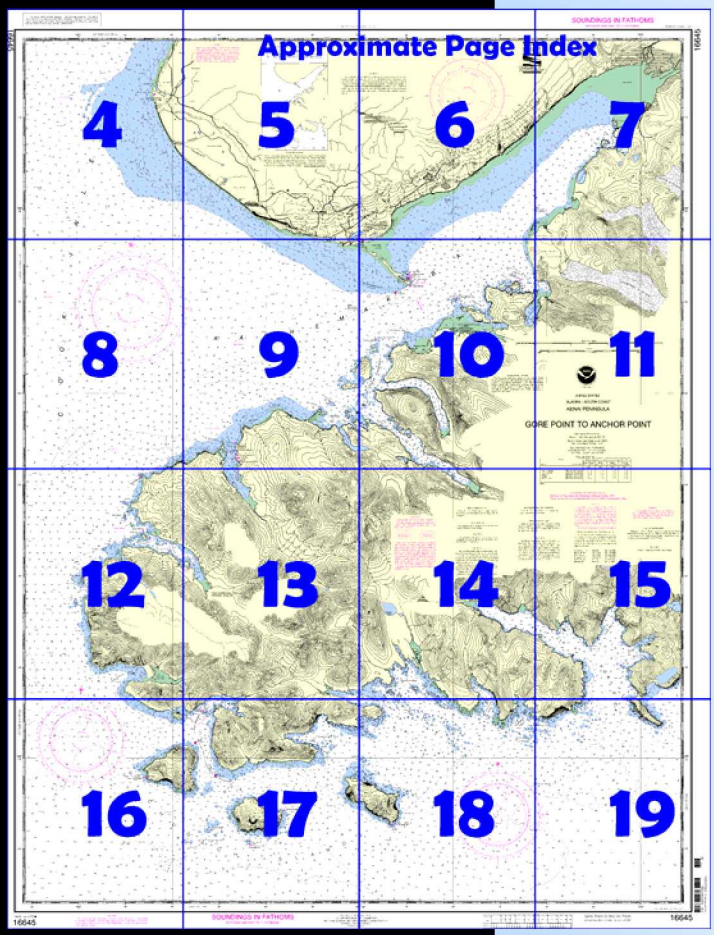
BookletChart™

Gore Point to Anchor Point

(NOAA Chart 16645)



A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ☑ *Complete, reduced scale nautical chart*
- ☑ *Print at home for free*
- ☑ *Convenient size*
- ☑ *Up to date with all Notices to Mariners*
- ☑ *United States Coast Pilot excerpts*
- ☑ *Compiled by NOAA, the nation's chartmaker.*

NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE

Home Edition (not for sale)

Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
301-713-2770

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

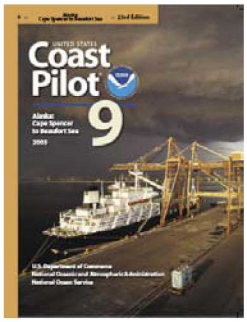
This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



[Coast Pilot 9, Chapter 4 excerpts]

(1128) **Kachemak Bay** is a large bay on the E side of Cook Inlet. The entrance is between Seldovia Point (59°28.3'N., 151°42.0'W.) on the S and Anchor Point (59°46.8'N., 151°52.0'W.) on the N. It affords excellent anchorage for vessels of all classes and sizes. Kachemak Bay is frequented by large vessels picking up or disembarking pilots; numerous commercial, charter, and recreational fishing vessels; tour boats; tugs with barges; an Alaska State Ferry; and occasional cruise ships. The large vessel and tug and barge traffic continues year around and occasionally anchor NE of Homer Spit. The fishing vessel and tour boat traffic is mostly a summer activity.

(1129) From the entrance to Cook Inlet about 4.5 miles S of East Chugack Island Light, set courses to pass about 6 miles S of the W end of Cape Elizabeth, on Elizabeth Island, thence about 2 to 5 miles W of Point Adam and Flat Island, thence about 1.5 to 3 miles off Point Pogibshi, and (weather permitting) shape a course to about 0.5 mile S of Homer Spit Light to pick up a pilot, or 1 mile S to proceed to the berths or anchorage at Homer.

(1130) **Caution.**–Vessels transiting to and from Homer to the N are advised to stay 3 miles offshore from Bluff Point and 5 miles offshore from Anchor Point to clear the shoals and kelp, and most fishing vessel traffic and their fixed gear.

(1131) From Dangerous Cape, a flood current sets up Kachemak Bay with a velocity of 1 to 2 knots in a NE direction, and the ebb flows in a SW to W direction. The currents at the mouth of the bay are uncertain, and may vary from place to place, making it difficult to make correct allowance for set in crossing from Anchor Point to Seldovia. Currents of up to 4 knots have been reported throughout the Bay. Eddying currents are found immediately off the E side of Homer Spit during flood and ebb currents.

(1133) **Fogs** are common to the area. Ground fogs occur most frequently in winter, with the heaviest fogs reported to be in summer. Homer and Seldovia occasionally report fog conditions. The more frequent occurrence is in the summer when it may last for days at a time. It is reported that fog banks frequently hang over the open water after harbors have cleared. Summer SW winds will also hold lingering fog banks against the eastern shore.

(1135) **Ice** forms in the freshwater streams and within areas of relatively little water movement or where a skim of freshwater rides over the saline water. The boat harbor at Homer and the NE side of the Spit will pack with slush and pan ice during the colder periods (especially in NE winds), but rarely halts small-boat traffic completely. It can fill the Homer Small Boat Harbor and extend for up to 500 yards offshore. (See Homer for more.) The headwaters of Jakolof Bay reportedly form ice.

(1137) **Kasitsna Bay**, between Nubble Point and **Herring Islands**, has anchorage in 12 to 15 fathoms, good holding ground, but is subject to williwaws in strong SE winds. The water shoals abruptly to the shore and to the flat which fills the cove formed by Nubble Point; the flat in the cove will be avoided by keeping the E end of the point bearing W of 014°.

(1142) Both ebb and flood currents reportedly run fair with the E shoreline of the bay. Small eddies formed by the current have been observed near and in the entrance during a period of approximately half floodtide. The reported maximum velocity of the ebb and flood currents is about 3 knots. The average is reported to be 1.5 knots.

(1143) A small floating pier, maintained by the State, is on the W shore about 0.2 mile inside the entrance to the bay. Berthing is available at the pier for about 10 to 15 small boats, 15 feet alongside reported. Depths of about 25 feet were reported in the center of the bay to the E of the floating pier. Two small water taxis, which run to Jakolof Bay from Homer, use this floating pier.

(1144) **Hesketh Island, Yukon Island,** and **Cohen Island** are high and wooded. An islet is on the reef that extends 0.5 mile NW from Hesketh Island. **Sixty Foot Rock** (59°33'01"N., 151°28'02"W.), 79 feet (24.1 m) above the water, is shown from a skeleton tower with a red and white diamond-shaped daymark on **Sixty-foot Rock** at the N end of a reef that extends 0.5 mile N from Cohen Island. The light shows a higher intensity beam toward Cook Inlet. There is a prominent yellow cliff on the W end of Cohen Island. The passage between Yukon Island and Hesketh Island has a 2-fathom shoal in midchannel at both ends. **Eldred Passage**, E of the islands, is deep near the middle, except at the N end where there is a bar on which the least depths found were 9¾ to 12 fathoms.

(1145) **Tutka Bay** has no desirable anchorages for large vessels. Broken ground, on which some pinnacle rocks have been found, extends across the entrance. Just NW of this island is a half-tide rock that closes the channel behind the island to all but small boats. An overhead power cable with a clearance of 78 feet crosses the narrow part of the bay. Mariners are warned that numerous submerged rocks and rocks

awash, some in relatively deep water, have been found in the various coves and in Tutka Bay; caution is advised.

Table of Selected Chart Notes

HEIGHTS
Heights in feet above Mean High Water.

SUPPLEMENTAL INFORMATION
Consult U.S. Coast Pilot 9 for important supplemental information.

Mercator Projection
Scale 1:82,662 at Lat 59° 30'
North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

CAUTION
Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

CAUTION
Only marine radiobeacons have been calibrated for surface use. Limitations on the use of certain other radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Imagery and Mapping Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

CAUTION
SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

Pipeline Area *Cable Area*

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.

Covered wells may be marked by lighted or unlighted buoys.

AUTHORITIES
Hydrography and topography by the National Ocean Service, Coast Survey.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A
Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Rugged I, AK	WNG-526	162.425 MHz
Ninilchik, AK	KZZ-97	162.550 MH
Homer, AK	WXJ-24	162.40 MHz

POLLUTION REPORTS
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM
The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) which for charting purposes is considered equivalent to the World Geodetic System (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.294" southward and 7.594" westward to agree with this chart.

SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION
This chart has been corrected from the Notice to Mariners published weekly by the National Imagery and Mapping Agency and the Local Notice to Mariners issued periodically by each U.S. Coast Guard district to the date shown in the lower left hand corner.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

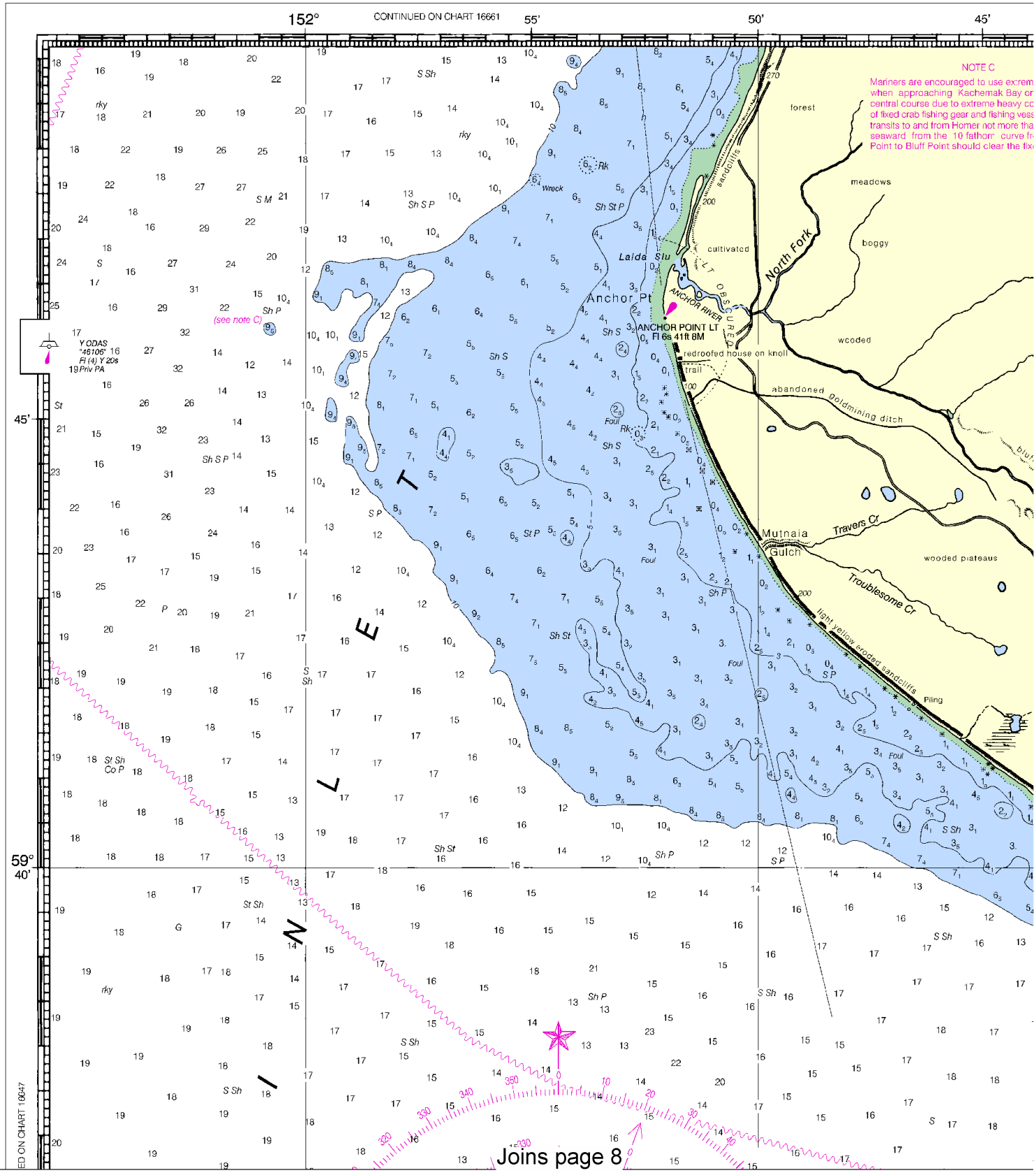
TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Takoma Cove, Port Dick	(59°15'N/150°59'W)	12.1	11.2	1.4	-4.0
Port Chatham	(59°13'N/151°44'W)	14.3	13.4	1.5	-7.0
Port Graham	(59°21'N/151°49'W)	16.9	16.2	1.6	-7.0
Seldovia	(59°26'N/151°43'W)	18.0	17.2	1.7	-7.0
Homer	(59°38'N/151°27'W)	18.1	17.3	1.6	-5.5
Anchor Point	(59°46'N/151°53'W)	18.3	17.5	1.7	-7.0

(901)

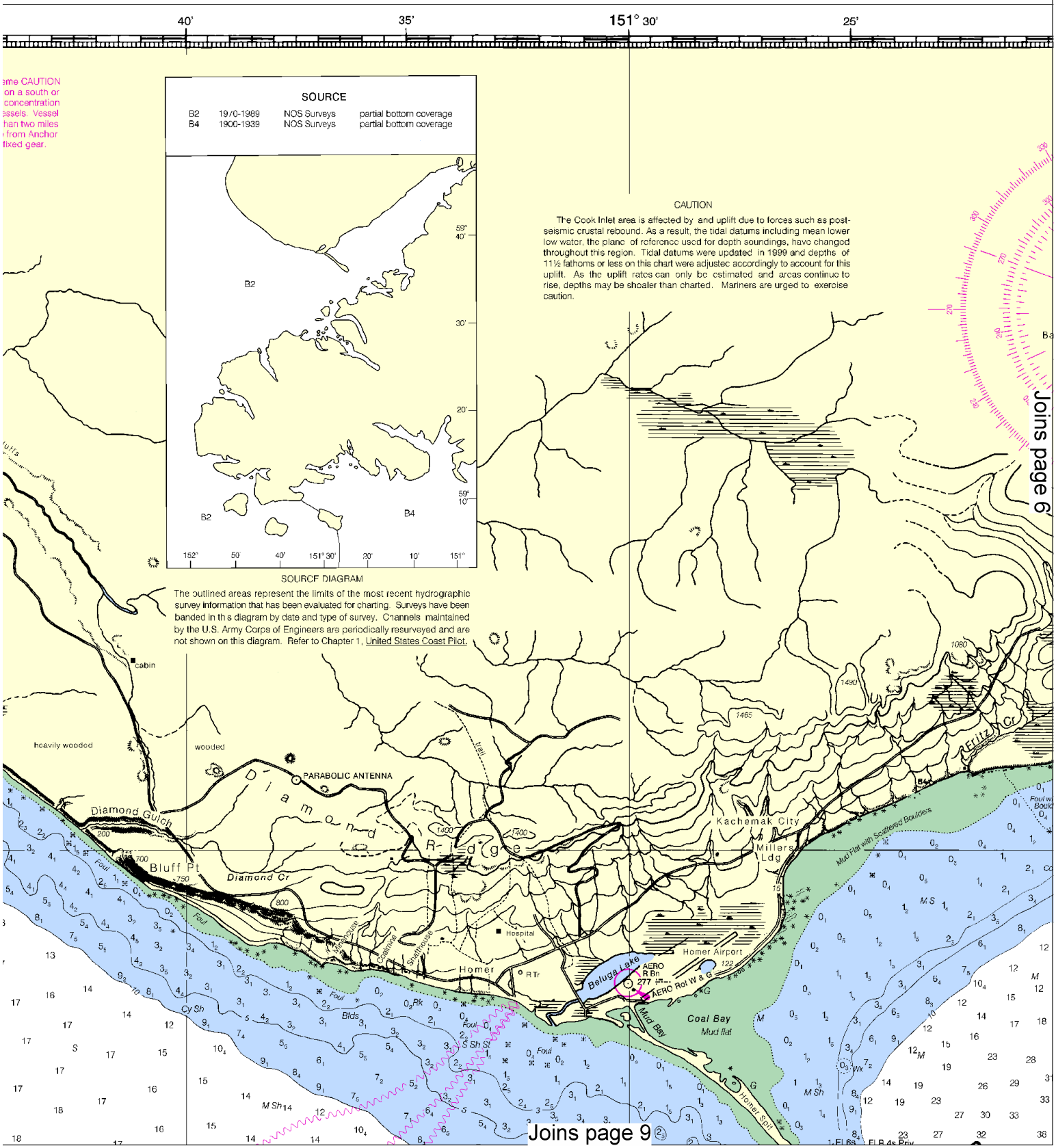
This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

16645



4

North

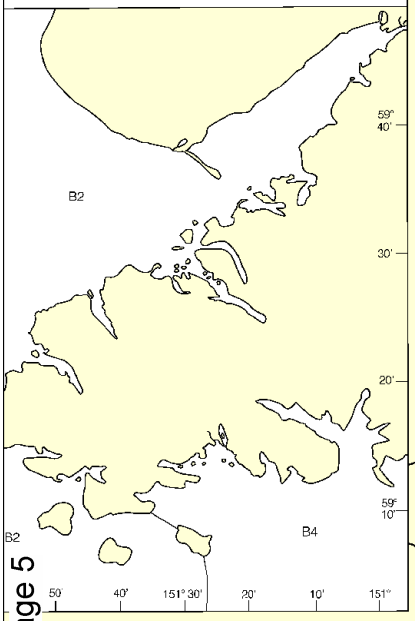


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:110216. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

35' 151° 30' 25' 20'

SOURCE

1970-1989	NOS Surveys	partial bottom coverage
1900-1939	NOS Surveys	partial bottom coverage

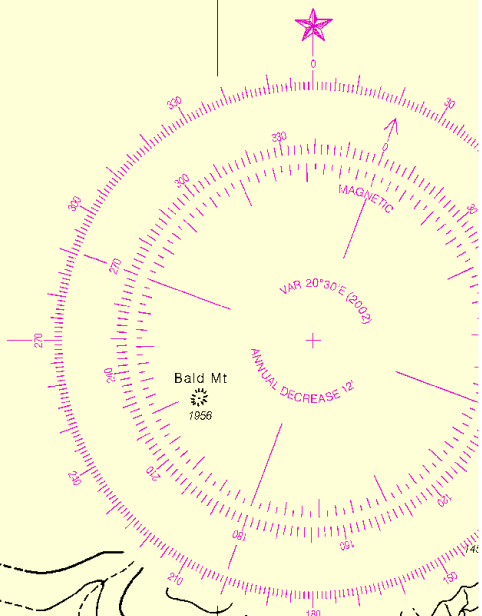


SOURCE DIAGRAM

areas represent the limits of the most recent hydrographic ation that has been evaluated for charting. Surveys have been s diagram by date and type of survey. Channels maintained rmy Corps of Engineers are periodically resurveyed and are this diagram. Refer to Chapter 1, United States Coast Pilot.

CAUTION

The Cook Inlet area is affected by and uplift due to forces such as post-seismic crustal rebound. As a result, the tidal datums including mean lower low water, the plane of reference used for depth soundings, have changed throughout this region. Tidal datums were updated in 1999 and depths of 11½ fathoms or less on this chart were adjustec accordingly to account for this uplift. As the uplift rates can only be estimated and areas continue to rise, depths may be shoaler than charted. Mariners are urged to exercise caution.



Joins page 5

PARABOLIC ANTENNA
Diamond Ridge
Diamond Cr
Kachemak City
Millers Ldg
Homer
Hospital
Homer Airport
RTr
Beluga Lake
AERO R Bn 277
AERO Rot W & G
Coal Bay
Mud flat
Mud Bay
Homer Spit
Mud Flat with Scattered Boulders
Foul with Boulders
Well PA Covered (1.7ms)
Bldg
Foul
Rk
Wk
M Sh
S Sh
Trail
Ferriz Cr
Shorehouse
Shorehouse
Shorehouse
1400
1465
1490
1080
1480
800
223

Joins page 10

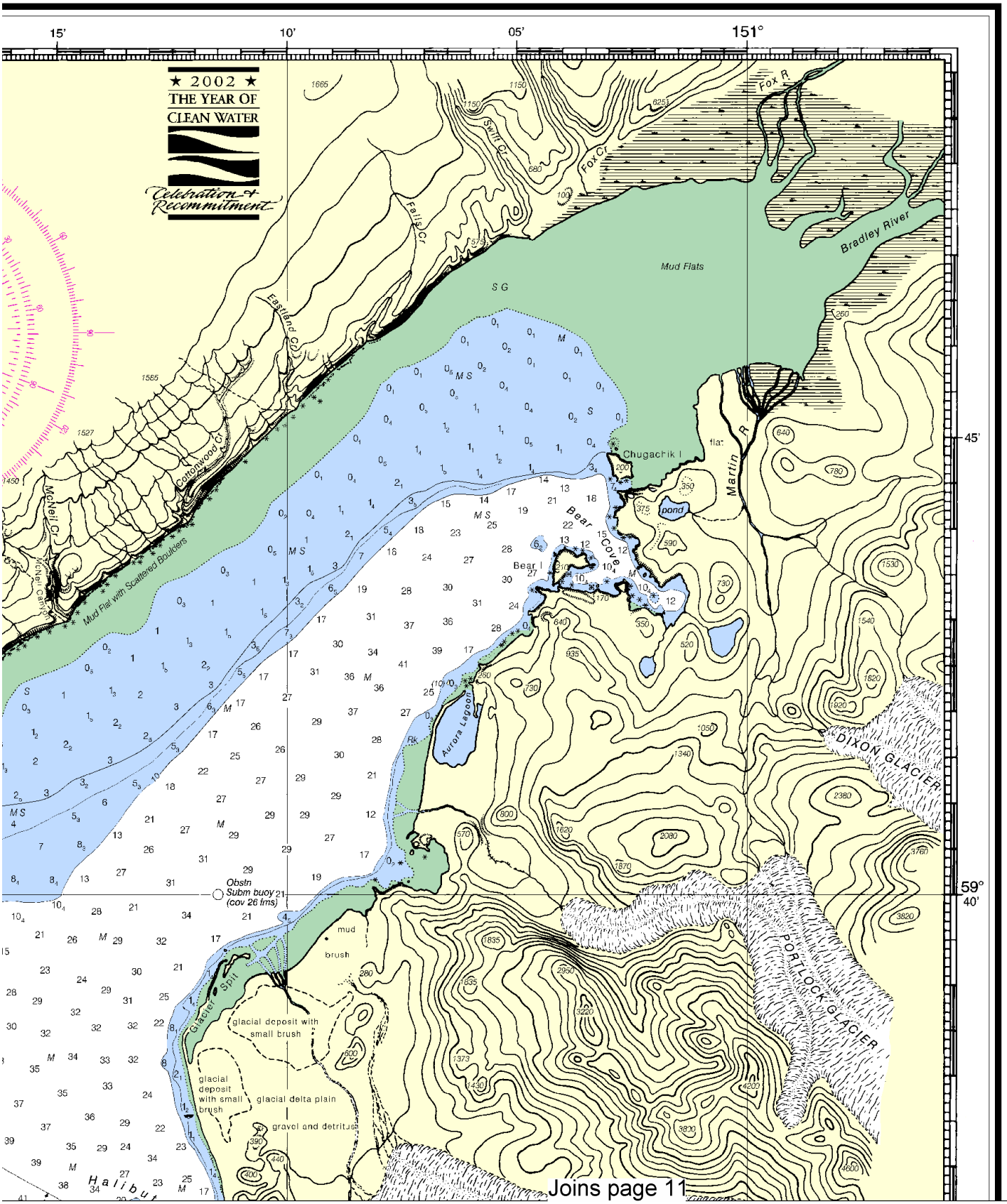
North

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

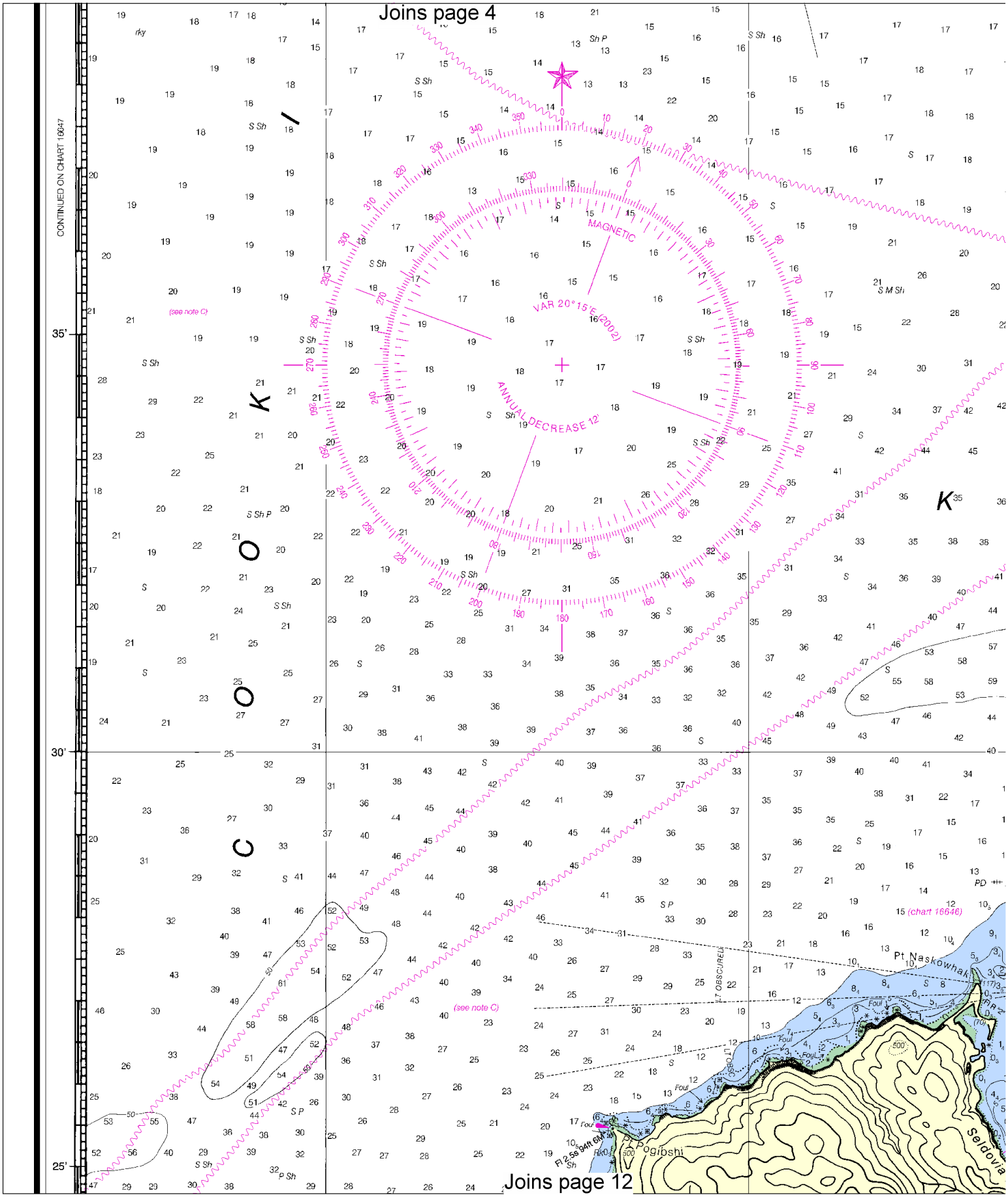
Nautical Chart Catalog No. 3, Panel K

16645

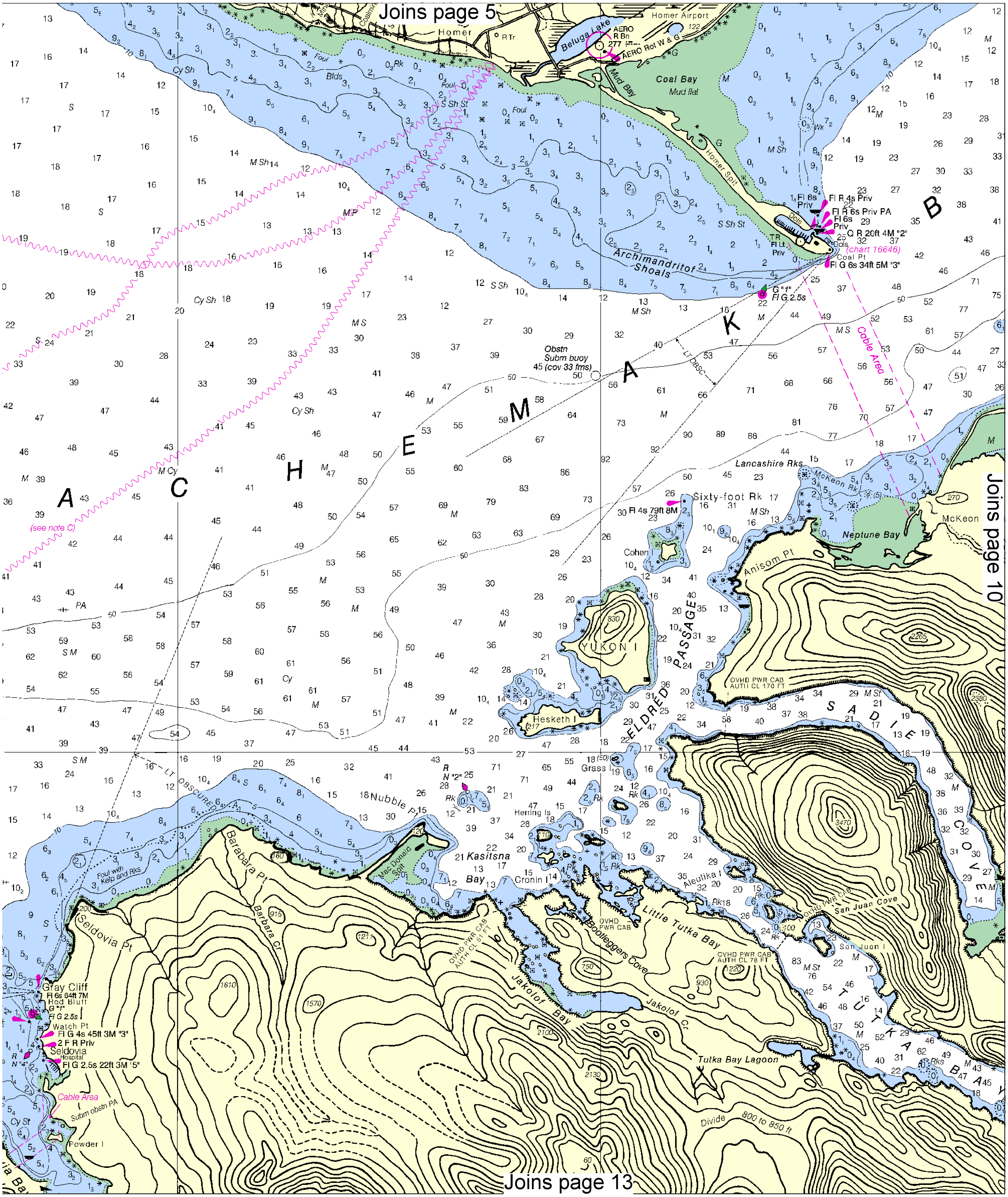


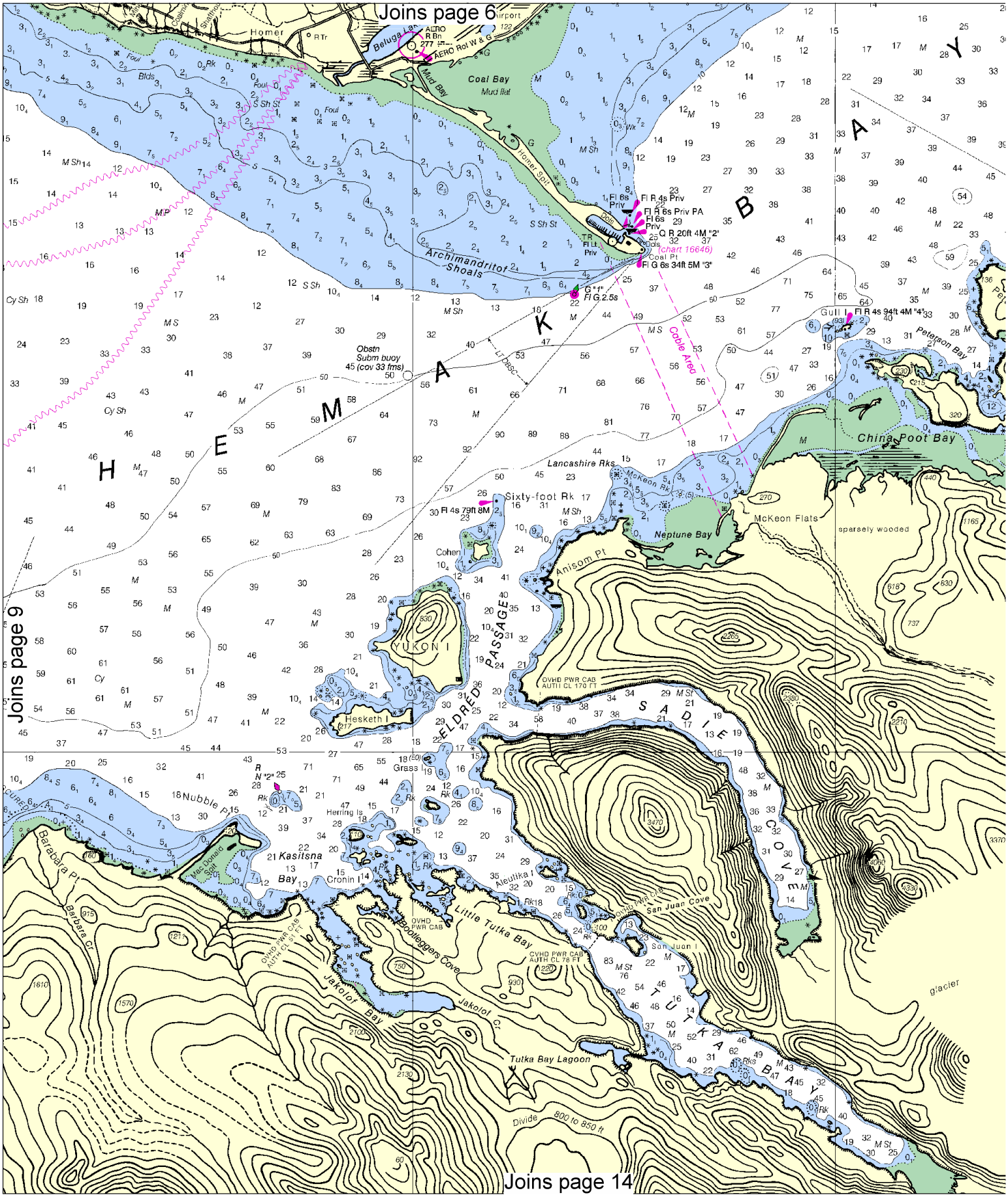
Joins page 11

This BookletChart has been updated with: Coast Guard Local Notice To Mariners: 0710 2/16/2010,
NGA Weekly Notice to Mariners: 0910 2/27/2010,
Canadian Coast Guard Notice to Mariners: 0909 9/25/2009.


Joins page 4
CONTINUED ON CHART 19047
35'
30'
25'
MAGNETIC
VAR 20° 15'E (2002)
ANNUAL DECREASE 12'
(see note C)
Pt Naskowhak
Pt Pogibshi
Seldovia
15 (chart 16646)
Joins page 12

North


Joins page 5
Joins page 13
Joins page 10
Homer
Homer Airport
Beluga Lake
AERO R Bn 277
AERO Rot W & G
Coal Bay
Mud flat
Mud Bay
Homer Spit
Archimandritof Shoals
Fl R 4s Priv
Fl R 6s Priv PA
Fl 6s Priv
Q R 20ft 4M "2"
(chart 16646)
Coal Pt
Fl G 6s 34ft 5M "3"
G "1"
Fl G 2.5s
Cable Area
Obstn Subm buoy 45 (cov 33 fms)
LT OBSC
K A C H E M A K B
(see note C)
Lancashire Rks
McKeon Rk
Sixty-foot Rk
Fl 4s 79ft 8M
Neptune Bay
McKeon
Cohen I
Anisom Pt
Yukon I
Eldred Passage
OVHD PWR CAB AUTH CL 170 FT
Hesketh I
Sadie Cove
Grass I
R N "2"
Nubble Pt
Herring Is
Kasitsna Bay
Cronin I
Barabara Pt
Barabara Cr
Foul with Kelp and Rks
MacDonald Spit
LT OBSCURED
Seldovia Pt
Gray Cliff
Fl 6s 64ft 7M
Rod Bluff
G "1"
Fl G 2.5s
Watch Pt
Fl G 4s 45ft 3M "3"
2 F R Priv
Seldovia
Hospital
R N "4"
Fl G 2.5s 22ft 3M "5"
Cable Area
Subm obstn PA
Powder I
OVHD PWR CAB AUTH CL 51 FT
Jakolof Bay
Jakolof Cr
Bootleggers Cove
OVHD PWR CAB
Little Tutka Bay
Aleutika I
OVHD PWR CAB AUTH CL 78 FT
San Juan Cove
San Juan I
Tutka Bay
Tutka Bay Lagoon
Divide 800 to 850 ft


Joins page 6
Joins page 9
Joins page 14
Homer
Coal Bay
Mud flat
Mud Bay
Homer Spit
Beluga Lan
AERO R Bn
AERO Rot W & G
Archimandritof Shoals
Coal Pt
(chart 16646)
Fl R 4s Priv
Fl R 6s Priv PA
Fl 6s Priv
Q R 20ft 4M "2"
TR Fl Lt Priv
Fl G 6s 34ft 5M "3"
G "1"
Fl G 2.5s
Obstn
Subm buoy
45 (cov 33 fms)
Lt Disc
Coble Area
Gull I Fl R 4s 94ft 4M "4"
Peterson Bay
China Poot Bay
Lancashire Rks
McKeon Rk
Sixty-foot Rk
30 Fl 4s 79ft 8M
McKeon Flats
sparsely wooded
Neptune Bay
Anisom Pt
Cohen
YUKON I
Hesketh I
ELDRED PASSAGE
OVHD PWR CAB
AUTH CL 170 FT
SADIE COVE
Grass I
Herring Is
Nubble Pt
R N "2"
Kasitsna Bay
Cronin I
Aleutika I
Barabara Pt
Barbara Cl
MacDonald Spit
Bolleggers Cove
Little Tutka Bay
OVHD PWR CAB
AUTH CL 78 FT
San Juan Cove
San Juan I
Jakolof Bay
Jakolof Cr
Tutka Bay Lagoon
TUTKA BAY
glacier
Divide
800 to 850 ft
Coal Bay
Mud flat
Mud Bay
Homer Spit
Archimandritof Shoals
Coble Area
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Sixty-foot Rk
McKeon Flats
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China Poot Bay
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Gull I
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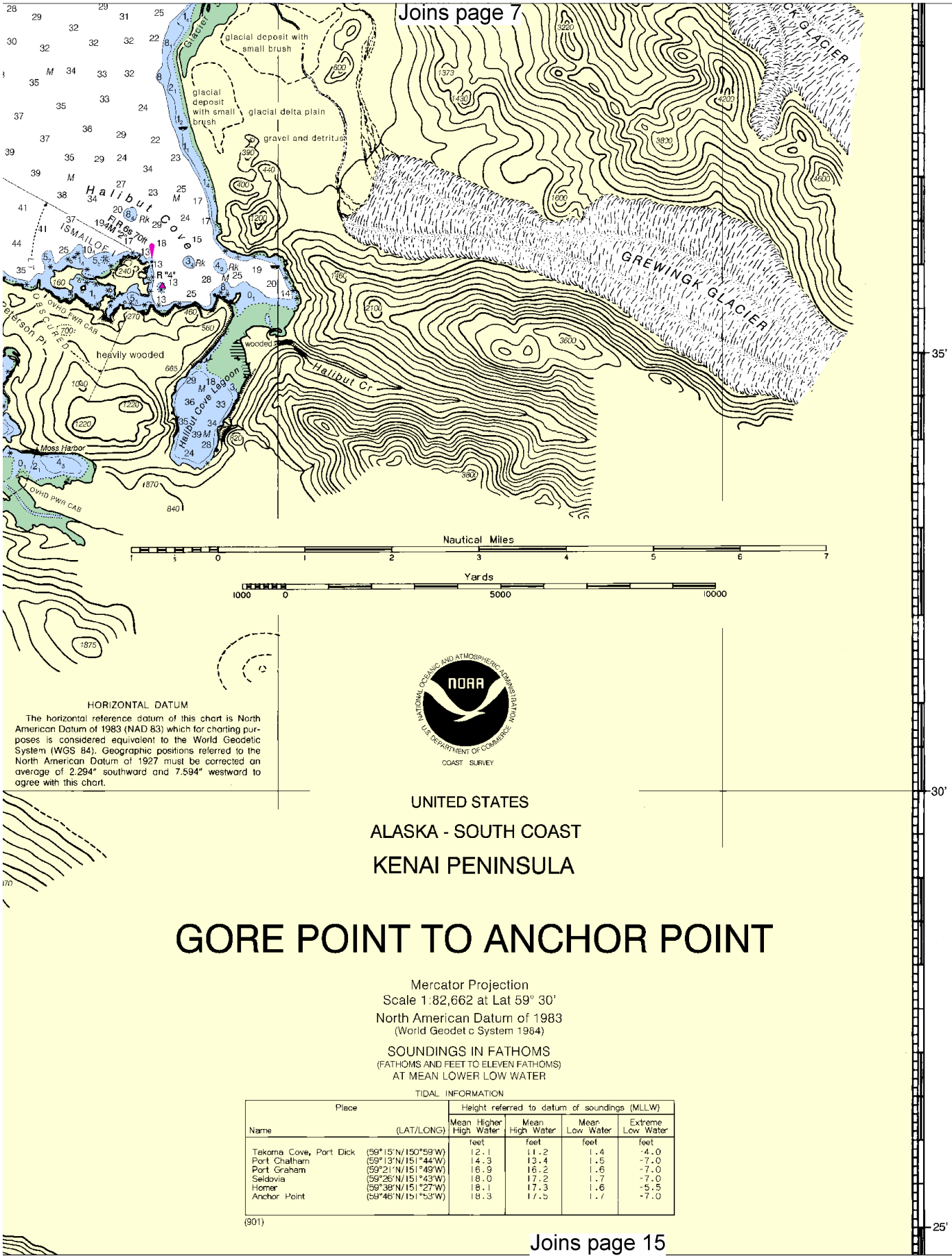
ELDRED PASSAGE
SADIE COVE
Kasitsna Bay
Little Tutka Bay
Jakolof Bay
Tutka Bay Lagoon
TUTKA BAY
Barabara Pt
Barbara Cl
Nubble Pt
Herring Is
Cronin I
Aleutika I
San Juan Cove
San Juan I
Bolleggers Cove
Jakolof Cr
glacier
Divide
800 to 850 ft

North

Joins page 7



HORIZONTAL DATUM

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NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ALASKA - SOUTH COAST

KENAI PENINSULA

GORE POINT TO ANCHOR POINT

Mercator Projection
Scale 1:82,662 at Lat 59° 30'
North American Datum of 1983
(World Geodet c System 1984)

SOUNDINGS IN FATHOMS
(FATHOMS AND FEET TO ELEVEN FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

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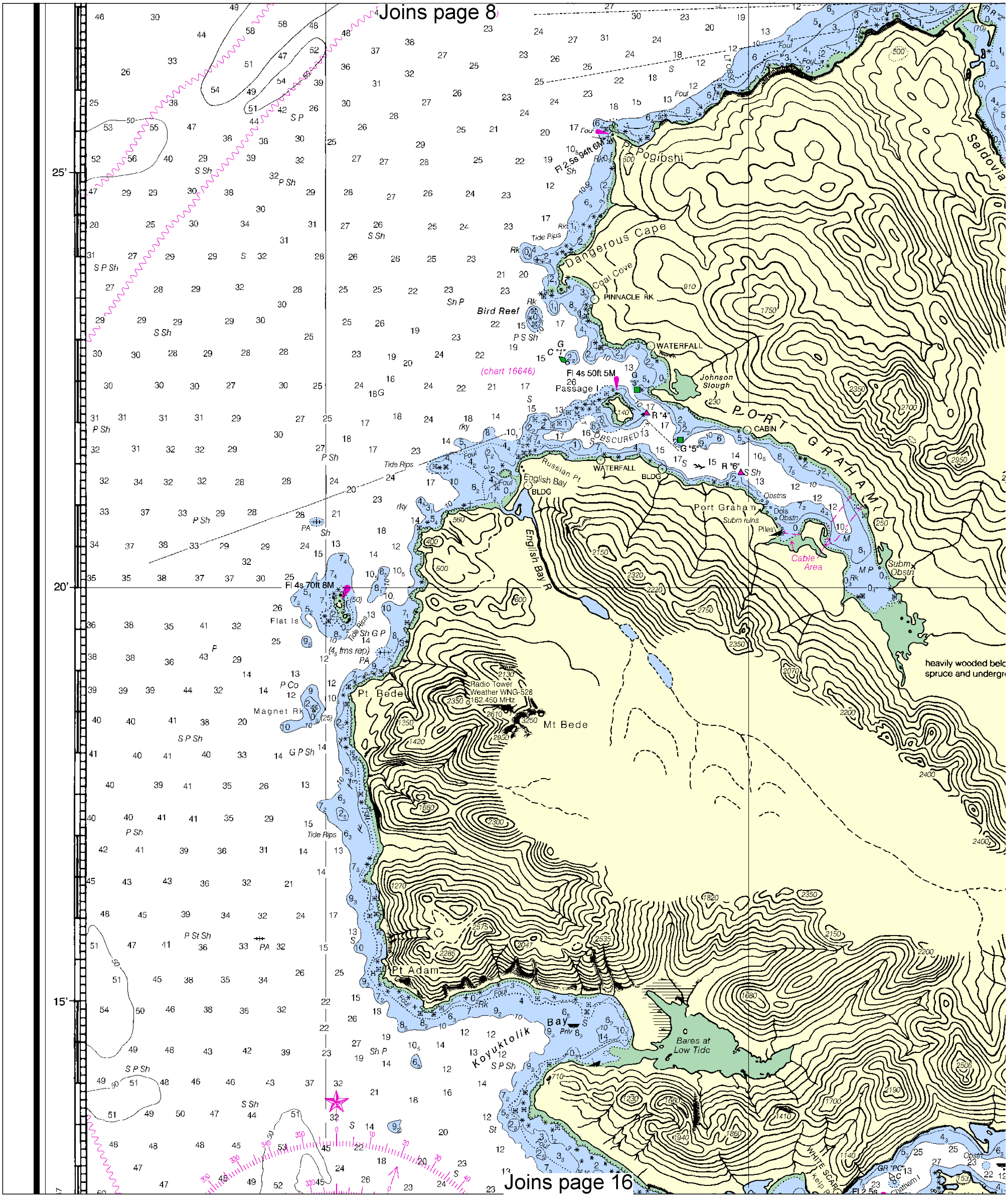
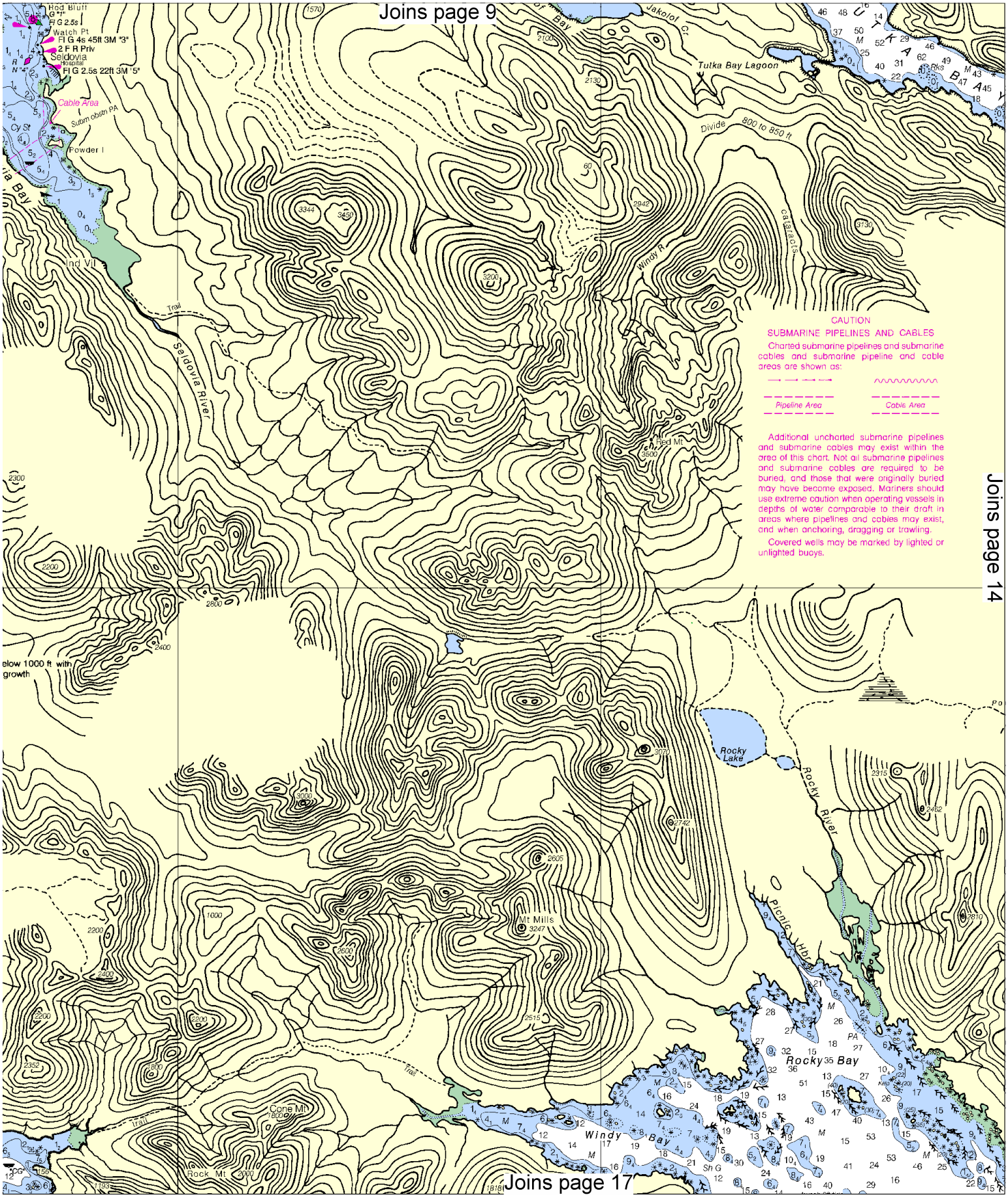
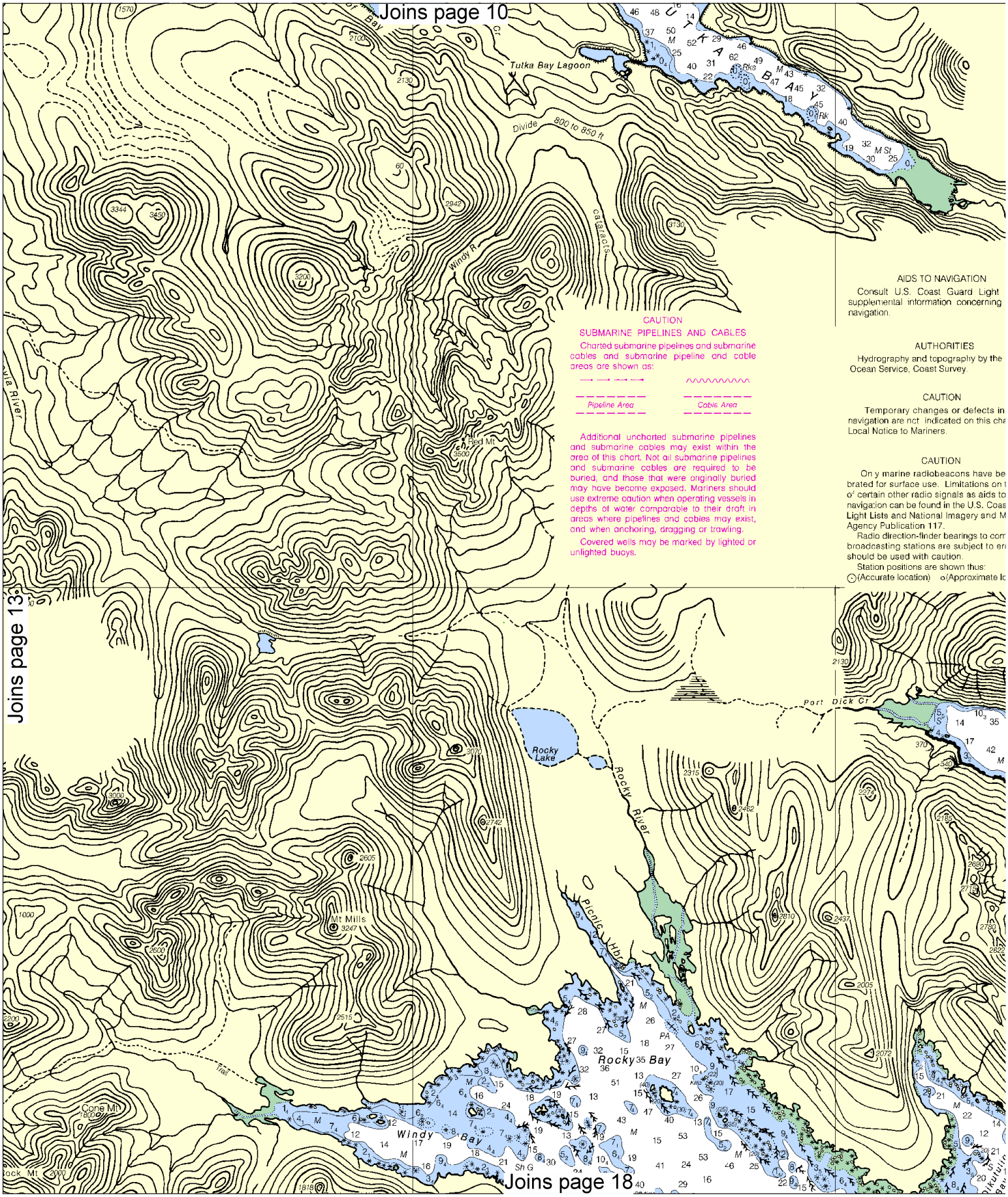
(901)

Joins page 15


Joins page 8
Pt Pogibshi
Seldovia
Dangerous Cape
Coal Cove
PINNACLE RK
Bird Reef
WATERFALL
Johnson Slough
(chart 16646)
Fl 4s 50ft 5M
Passage I
PORT GRAHAM
CABIN
OBSCURED
Russian Pt
English Bay
BLDG
Port Graham
Subm ruins
Piles
Cable Area
English Bay R
Subm Obstn
Fl 4s 70ft 8M
Flat Is
Tide Rips
(4₅ fms rep)
Magnet Rk
Pt Bede
Radio Tower
Weather WNG-528
162.450 MHz
Mt Bede
heavily wooded belo
spruce and undergr
Pt Adam
Koyuktolik
Bay
Bares at Low Tide
WHITE SCAR
Chatham I
Joins page 16

North


Joins page 9
Joins page 14
Joins page 17
Rod Bluff
G "1"
Fl G 2.5s
Watch Pt
Fl G 4s 45ft 3M "3"
2 F R Priv
Seldovia
Hospital
Fl G 2.5s 22ft 3M "5"
Cable Area
Subm obstn PA
Powder I
Ind Vil
Trail
Seldovia River
Jakolof Bay
Tutka Bay Lagoon
Divide
800 to 850 ft
Windy R
Cataracts
Red Mt
3500
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.
Covered wells may be marked by lighted or unlighted buoys.
elow 1000 ft with
growth
Rocky Lake
Rocky River
Picnic Hbr
Mt Mills
3247
Rocky Bay
Windy Bay
Cone Mt
Rock Mt
Trail


Joins page 10
Tutka Bay Lagoon
Divide
800 to 850 ft
Windy R.
cataracts
Red Mt
3500
Rocky Lake
Rocky River
Port Dick Cr
Picnic Hbr
Mt Mills
3247
Cone Mt
Trail
Rocky Bay
Windy Bay
Joins page 13
Joins page 18
CAUTION
SUBMARINE PIPELINES AND CABLES
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:
Pipeline Area
Cable Area
Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging or trawling.
Covered wells may be marked by lighted or unlighted buoys.
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light supplemental information concerning navigation.
AUTHORITIES
Hydrography and topography by the Ocean Service, Coast Survey.
CAUTION
Temporary changes or defects in navigation are not indicated on this cha Local Notice to Mariners.
CAUTION
On y marine radiobeacons have be brated for surface use. Limitations on t of certain other radio signals as aids to navigation can be found in the U.S. Coas Light Lists and National Imagery and M Agency Publication 117.
Radio direction-finder bearings to com broadcasting stations are subject to er should be used with caution.
Station positions are shown thus:
(Accurate location) (Approximate lo

North

Joins page 11

(FATHOMS)
AT MEAN LOWER LOW WATER

TIDAL INFORMATION

Place Name	(LAT/LONG)	Height referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Tekoma Cove, Port Dick	(59°15'N/150°59'W)	12.1	11.2	1.4	-4.0
Port Chatham	(59°13'N/151°44'W)	14.3	13.4	1.5	-7.0
Port Graham	(59°21'N/151°49'W)	16.9	16.2	1.6	-7.0
Seldovia	(59°26'N/151°43'W)	18.0	17.2	1.7	-7.0
Homer	(59°38'N/151°27'W)	18.1	17.3	1.6	-5.5
Anchor Point	(59°46'N/151°53'W)	18.3	17.5	1.7	-7.0

(901)

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

CAUTION

Significant changes in depths and shoreline have occurred in the area of this chart as a result of the earthquake of March 27, 1964. Tidal observations since the earthquake indicate bottom subsidence of -5.4 feet at Homer and -3.7 feet at Seldovia. Mariners are urged to use extreme caution when navigating in the area of this chart as the magnitude of change except at these sites is not known.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Bede Mt, AK	WNG-528	162.450 MHz
Pillar Mt, AK	WNG-531	162.525 MHz
Rugged I, AK	WNG-526	162.425 MHz
Ninilchik, AK	KZZ-97	162.550 MH
Homer, AK	WXJ-24	162.40 MHz

WARNING

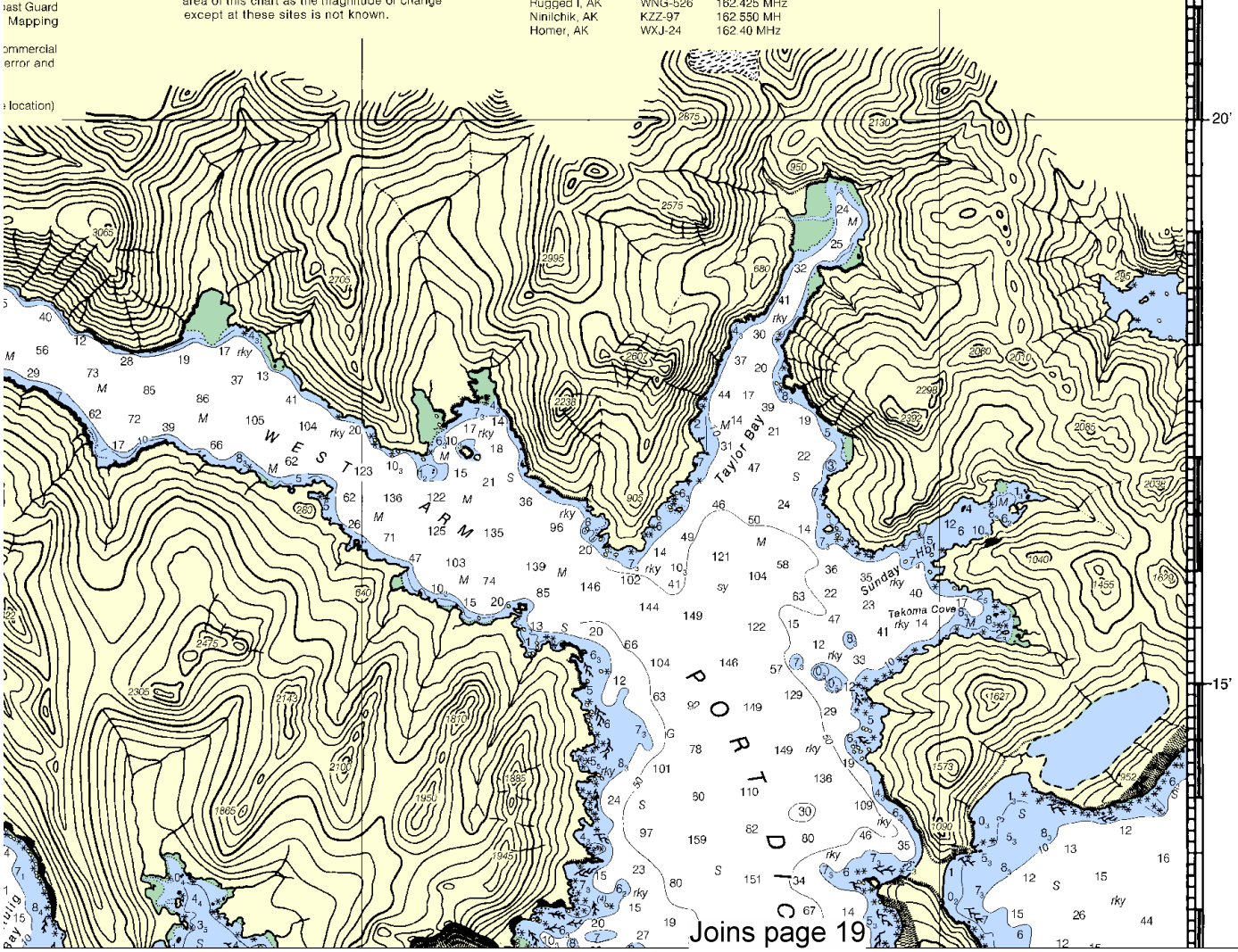
The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

POLLUTION REPORTS

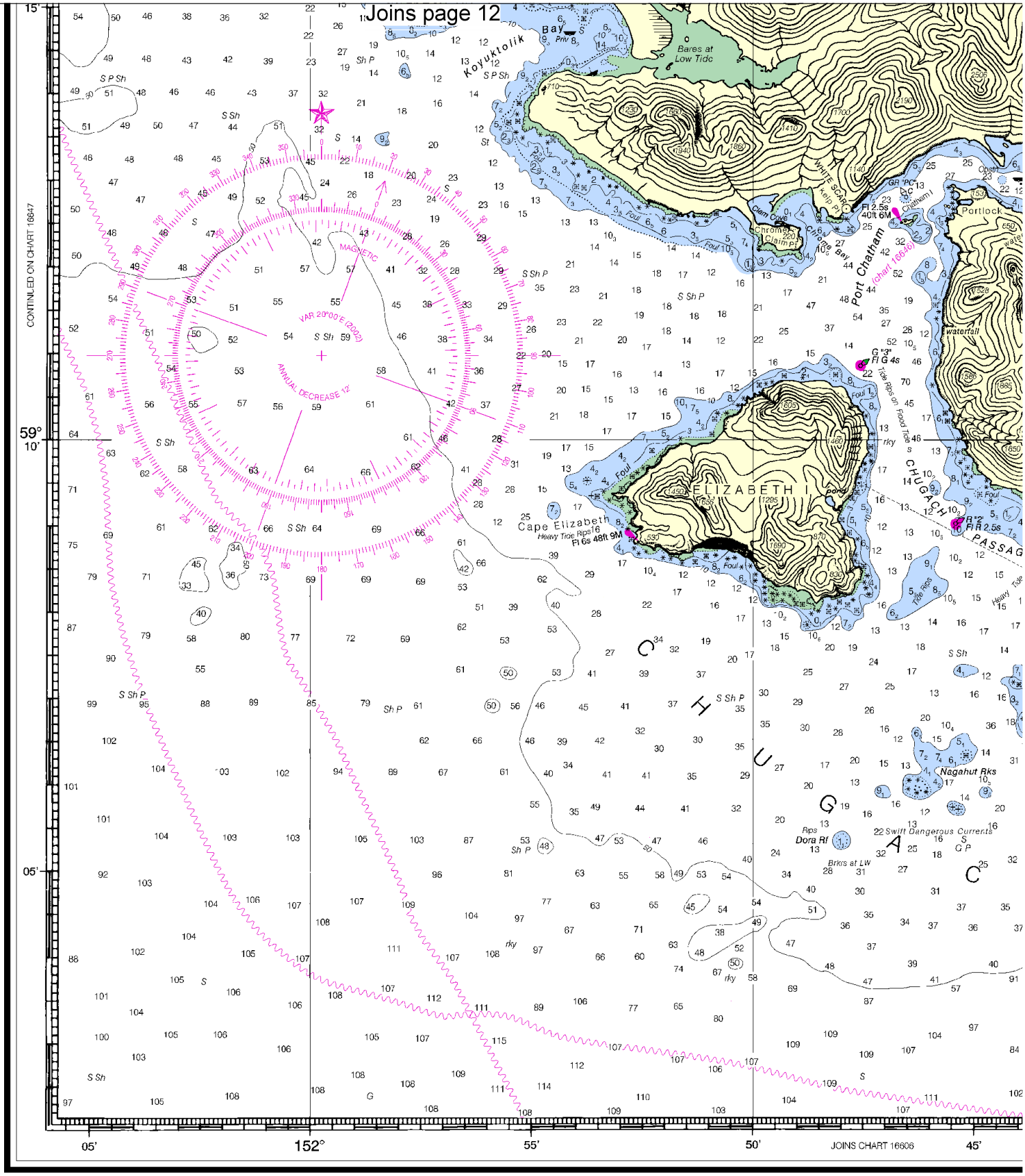
Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HEIGHTS

Heights in feet above Mean High Water.



Joins page 19



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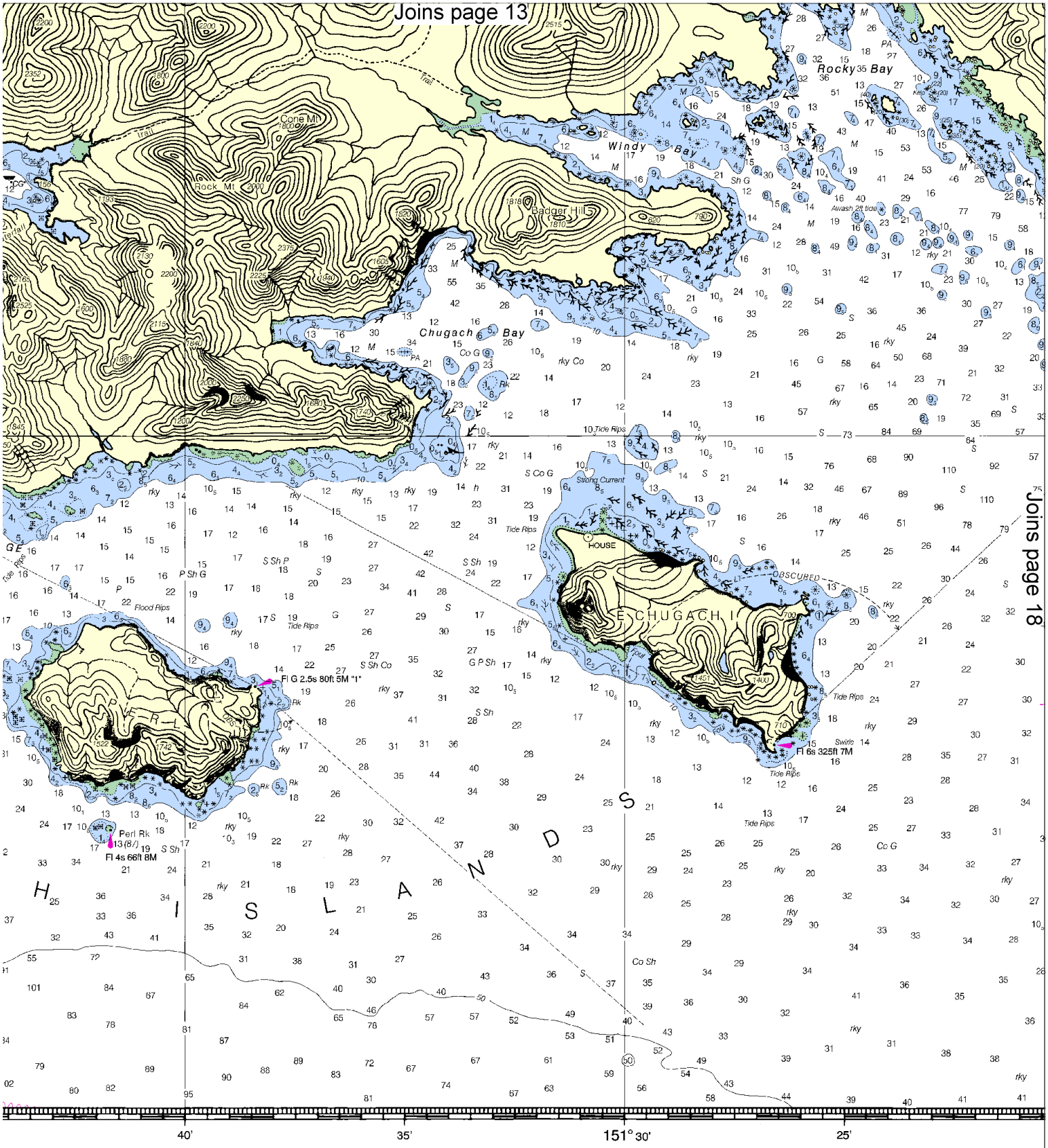
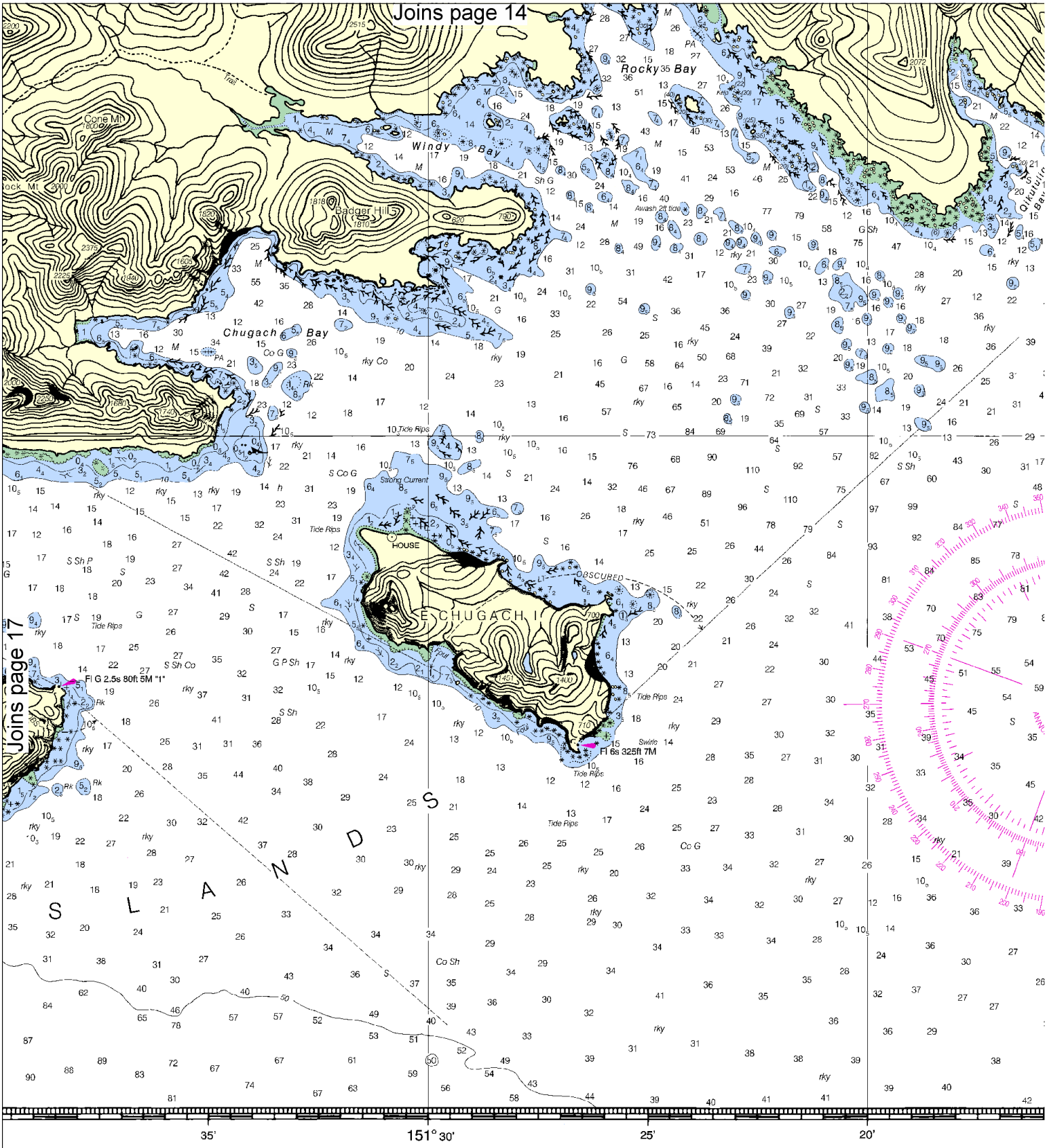
North



NDINGS IN FATHOMS

FATHOMS AND FEET TO 11 FATHOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

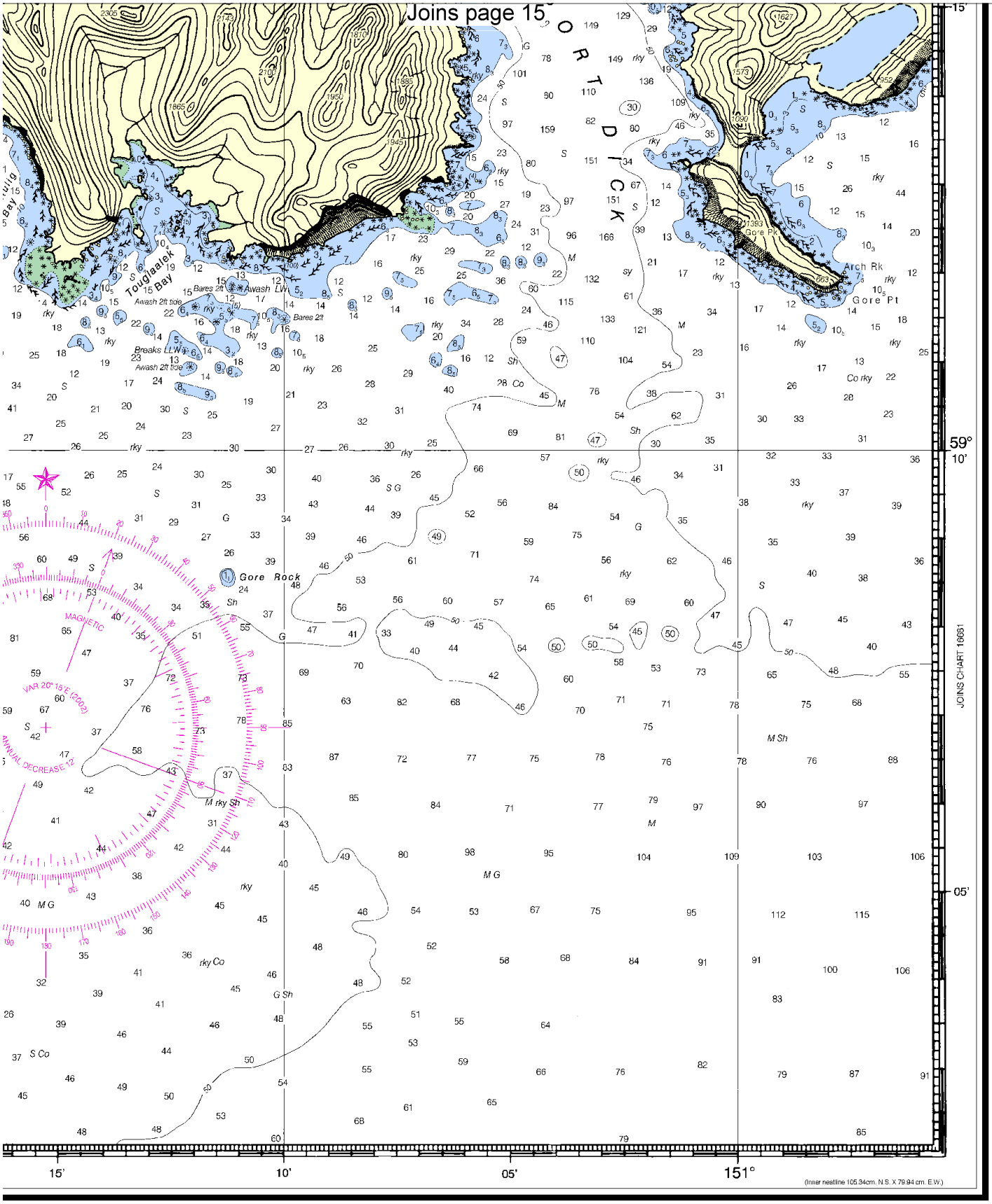


THOMS
(THOMS)

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

FATHOMS
FEET
METERS

North



Gore Point to Anchor Point

SOUNDINGS IN FATHOMS - SCALE 1:82,662

16645

ED NO. 18

NSN 7642014011294

NIMA REFERENCE NO. 16BCO16645

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 & 78A – Recreational boat channels.

Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

HAVE ALL PERSONS PUT ON LIFE JACKETS !!

Mobile Phones – Call 911 for water rescue.
Coast Guard Search & Rescue (Pacific Coord) – 510-437-3700
Coast Guard Search & Rescue (RCC Juneau) – 907-463-2000

NOAA Weather Radio – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

Getting and Giving Help – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

NOAA, The Nation's Chartmaker

NOAA CHARTING PUBLICATIONS

Official NOAA Nautical Charts – NOAA surveys and charts the national and territorial waters of the U.S, including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: www.NauticalCharts.NOAA.gov.

Official Print-on-Demand Nautical Charts – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at www.OceanGrafix.com.

Official Electronic Navigational Charts (NOAA ENCs®) – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official Raster Navigational Charts (NOAA RNCs™) – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at www.NauticalCharts.NOAA.gov.

Official BookletCharts™ – BookletCharts™ are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is www.NauticalCharts.gov/bookletcharts.

Official PocketCharts™ – PocketCharts™ are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

Official U.S. Coast Pilot® – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at www.NauticalCharts.NOAA.gov.

Official On-Line Chart Viewer – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is www.NauticalCharts.gov/viewer.

Official Nautical Chart Catalogs – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm.

Internet Sites: www.NauticalCharts.NOAA.gov, www.NOAA.gov, www.TidesandCurrents.NOAA.gov, www.NOS.NOAA.gov.